

Co-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING," Captain Hall, will be despatched for the above ports, on SUNDAY, the 24th instant, at 9 A.M.

For Freight or Passage, apply to DOUGLAS LA PAIR & Co., General Managers.

Hongkong, 21st June, 1900. [791b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SZECHUEN," Captain Hall, will be despatched for the above port, on TUESDAY, the 26th instant, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st June, 1900. [791b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE," Captain A. Ramsay, will be despatched for the above port, on WEDNESDAY, the 27th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 21st June, 1900. [791b]

NIPPON Yusen Kaisha.

FOR MANILA.

THE Company's Steamship

"PUTAMARU," (3,800 Tons Gross, Captain J. Thom), will be despatched for the above port, on FRIDAY, the 29th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 21st June, 1900. [791b]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE BRAND, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Underclothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiors will be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1902. [493]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET, CHATEAU LA TOUR CARNET.

THE HONGKONG TELEGRAPH

On the 13th inst., at 16, Whampoo Road, Shanghai, the wife of F. C. ARMISTEAD, of a son.

BIRTH.

ONE of the masterpieces of musical clocks has just been completed for the Emperor of China. Besides pointing out the correct time, it will play selections with a fully-equipped automatic orchestra.

A STATEMENT of plague cases and deaths in the Bombay Presidency from September 1899 to week ending 11th May, 1900 shows that during that period there have been 322,628 cases and 308,172 deaths.

At the annual meeting of the News-Press Institution, Lord Glenesk, the *Morning Post* proprietor, said the cost of telegrams from the seat of war was enormous, one recent telegram receiving 3300. *The Morning Post*, he said, had now eight correspondents in South Africa.

ANOTHER armed robbery took place last night at a place called Ching Shau Wan beyond Li-chi-kok, when a boat was robbed of \$50 in money and bags of rice and other provisions. The matter has been reported to the police, but up to the time of our going to press no arrests have been made.

ACCORDING to the *Kobe Herald* Sir Henry Blake, Governor of Hongkong, and his wife were to pay a visit to the Japanese Court on 14th inst. accompanied by the British Charge d'Affaires and the aide de camp to the Governor, and he received in audience by the Emperor and Empress.

CANADA is apparently to follow suit in making the piracy of telegrams illegal. The Government intends to introduce a Bill granting eighteen hours of newspaper copyright, the effect of which will be to prevent piratical journals from appropriating telegrams for which they have not paid. The Bill will also give Canadian purchasers of British copyright an absolute control in the Canadian market over such works.

A CORRESPONDENT of *Indian Engineering* says that the present war in South Africa, and the frontier wars in N.W. India, have impressed the Indian Government with the great need that exists for soldiers to be taught how to build and work a railway, and they have accordingly arranged to use existing Indian lines for instructing a number of soldiers in the work: guards, firemen, drivers and stationmasters. These men will serve a term of railway employment, and then be attached to a Railway Corps, and used for practical work when needed on new lines in an enemy's country.

A MEETING of the Legislative Council will be held on Monday, 25th June, at 3 p.m.

BUSINESS.

1. Finance Minutes. (Nos. 39, 31, 32 and 33.)

2. Report of the Finance Committee. (No. 10.)

ORDER OF THE DAY.

1. Second reading of the Bill entitled An Ordinance to further amend The Magistrates Ordinance, 1899, (No. 10 of 1899).

2. Second reading of the Bill entitled An Ordinance to amend The Piers Ordinance, 1899.

A meeting of the Finance Committee will be held immediately after the Council.

A HOAX played on the British Museum trustees by an antiquary who has been in his grave since 1834 is reported. Much has been heard lately of a mysterious box, bequeathed by Francis Douce, the famous antiquary, who died in 1834, to the British Museum trustees, on the stipulation that it should not be opened until 1900. A meeting of the trustees was called early in May and the box was solemnly unsealed and unlocked by the curator of the museum. It was found to contain nothing but old fragments of paper, torn book covers and other rubbish, with a note from Douce saying that, in his opinion, it would be wasting any more valuable or interesting objects to leave them to persons of the average intelligence and taste of the British Museum trustees. The trustees are reported to have tried to look amused, but the meeting dispersed in silence, after ordering that the "bequest" be thrown into the dust-bin.

DEAN Dickinson, the Dean of the Chapel Royal, Dublin, who preached before the Queen on Good Friday, at the Viceregal Lodge, is well known for his enthusiastic advocacy of the temperance cause. On one occasion he was asked if he could suggest something suitable to put over a refreshment stall at a charity bazaar. He immediately said, "Here the wild asses quench their thirst" (Isaiah civ. 11). At the General Synod, he never fails to give his opponents a smart answer. A violent attack was once made on him by a North of Ireland gentleman, named Brush. After he took his seat, the little Dean rose and calmly said: "I am unable to 'conceive' what handle I can have given to Mr. Brush to make such a sweeping accusation against me." Another time, when he heard that Mr. Fitzgerald, surgeon oculist to the Queen in Ireland, was paying a holiday visit to Niagara, he promptly remarked: "He'll find a cataract there that he can't remove!"

THE QUESTION OF NEW CHINESE CEMETERIES.

At the meeting of the Sanitary Board held this afternoon, the following letter from the Acting Colonial Secretary was read:

Col. Secretary's Office, 18th June, 1900.

Sir, I am directed to acknowledge the receipt of your letter No. 97 of the 13th inst., embodying the report of a Sub-Committee of the Board on the subject of the question of the removal elsewhere of the plague Cemetery at Kennedy Town.

In reply I am directed to inform you that Government is not in a position at present to lay out a Plague Cemetery on Lantau Island, and therefore proposes to defer the further consideration of the question, which will, however, not be lost sight of.

I have, &c., (Sgd.) H. MAY, Ag. Col. Secretary.

The Acting Secretary, Sanitary Board.

LOCAL AND GENERAL.

PARCEL Mail per s.s. *Glyde* closes on Friday, the 22nd inst., at 3 p.m.

THE French and German Mails of the 1st and 2nd May last were delivered in London, on the 19th June.

THE number of cases of plague in Bombay City from 8th to 21st ultimo was 678, of which 572 were fatal.

It is reported in one of the native papers that another foreign missionary has been murdered in the Yung-ching district.

MOTHER: "What does K.C.B. stand for after Lord Roberts' name Alice?" "Small girl, after a thoughtful pause." "Commonly called Bob's, I suppose."

RE-ENFORCEMENTS FOR THE CHINA SQUADRON.

H.M.S.s. *Diadem* and *Furious* now at Portland, have been ordered to China.

THE CHINA QUESTION.

ADDITIONAL FORCES FOR THE YANGTZE.

Mr. St. John Brodick stated in the House that the last information received by the Admiralty did not confirm the return of Admiral Seymour from Tientsin.

Mr. Goschen said he had arranged to station additional forces at the chief ports on the Yangtze.

Two British Torpedo Boat Destroyers have captured four Chinese Destroyers at Taku.

WEATHER REPORT.

The Observatory report says:—

On the 21st at 11.55 a.m. the barometer has risen moderately in the Philippines, fallen slightly on the S. coast of China. There are indications of the existence of a depression to the southward of Hongkong, probably in about 17° Lat. Pressure remains high over the E. coast of China and in Japan. Gradients slight in the North, moderate to rather steep with strong N.E. winds on the S. coast of China and in the N. part of the China Sea. FORECAST:—N.E. winds, fresh to strong; weather becoming unsettled.

THE BOXER TROUBLES.

It is reported from Canton that, owing to the negotiations of the foreign Consuls, Li Hsing Chang has consented to remain in the City and not go north as ordered. He has cancelled his passport which had already been notified by the C. M. S. *Kwang-lee*. This action of the aged Viceroy will be applauded by all foreigners resident in Canton, as it is admitted both by foreigners and Chinese that in all probability he is the only man who can preserve a semblance of order in the City of Rams at the present time. It is rumored that the Officer Administering the Government would have his persuasions to those of the Consuls.

In view of the large number of British troops ordered to China we trust that ample provision is being made with respect to the commissariat. It must not be forgotten that the troops are Asiatics and that suitable food will have to be provided. Sikhs and Indian Mohammedans cannot eat the same rations, and we must have a competent officer will be appointed to arrange matters. It will require a man who has had Indian experience at the head of the Commissariat Department. We have no wish to see matters bungled as was the case with the *Hibang*.

Yesterday afternoon orders were issued by the Naval Authorities to the *Donacivire*, *Rosario*, and *Redpole* to raise steam so as to be prepared to put to sea at three-fifths speed, at an hour's notice.

H.M.S. *Rosario* was ordered to leave for the north suddenly this afternoon and, sailed at two o'clock.

The destroyers *Hart* and *Handy* have been commissioned. They have taken in coal, stores and ammunition and are ready to leave at short notice.

It is reported that the Portuguese Authorities in Macao are quietly and unostentatiously making preparations to resist any Chinese attack upon the settlement.

As the Police Force in the New Territory is being strengthened, we trust that the Authorities have made arrangements for filling the vacancies occasioned in Hongkong, where it is well known that the Force is already insufficient to cope with the duties imposed upon it. We venture to point out to the Authorities that the coolies are already beginning to talk of Boxer charms and spells to render them invulnerable to steel or bullet, and have even been heard to suggest the advisability of murdering all foreigners. Of course everything may remain quiet, but it will be too late to take precautions when a riot has taken place and many valuable lives have been lost. A "stitch in time" should be taken.

The Reuters telegram which we publish to-day, announcing the capture of four Chinese torpedo-boat destroyers by the British destroyers *Whiting* and *Fame*, is capital news. The commanders of our destroyers are to be congratulated on their capture; these officers are, *Whiting*, Lieut. and Commander MacKenzie, *Fame*, Lieut. and Commander Roger Keyes. They will doubtless drop into a nice little sum in the way of prize-money.

The U.S. gunboat *Don Juan d'Austria* left yesterday evening it is supposed for Canton. The United States Consulate officials are in ignorance of her destination. Later news is to the effect that she arrived at Canton this morning.

The inhabitants of Shaheen are greatly relieved at the arrival of the U.S. gunboat *Don Juan d'Austria*. It is said that the British residents have asked the Consul to wire for a gunboat but that he has refused to do so on the plea that everything is perfectly quiet.

The Manager of the Joint Telegraph Coy's informs us that:—

"The Joint Companies hope that, with the assistance of the allied fleets, they will shortly be in a position to reorganise the service between Chefoo and Taku, which has been abandoned by the Imperial Chinese Telegraphs. In the meantime it would be advisable to address all government messages to the respective Consuls at Chefoo who will be able to forward them by despatch or torpedo boat."

AT THE MAGISTRACY.

Water-Inspector R. C. WITCHELL, P.W.D., last night entered house No. 250, Queen's Road West and found the water taps running. The occupant was to-day fined \$2 for this neglect.

At the instance of Sanitary Inspector L. E. Brett, Cheong A. L. Kiu was charged with failing to provide open spaces at the back of houses 1, and 3 Tai Wo Street. The defendant was fined \$5 for each offence.

Considerable annoyance has been experienced by passengers in Queen's Road, and these columns more than once have mentioned it through chair and ricksha coolies rushing up to persons coming out of the Hongkong Hotel and other places. To-day Mr. Hazeland fined nine coolies \$1 each for this offence. The police might at the same time keep a watch on the flower sellers in Wyndham Street. As soon as a lady turns to go up that street she is immediately surrounded by these flower vendors, to the detriment at times of a white dress.

Sanitary Inspector J. M. McMichael recently made a raid on houses in the Hung Hom district and eight house occupants were to-day charged with maintaining illegal cocklofts and cubicles. Mr. Hazeland imposed fines ranging from \$3 to \$5.

The five men who were arrested for being concerned in the armed robbery which took place at To Kwa Wan on the 26th ultimo, were to-day committed for trial at the next Criminal Sessions.

INTERNATIONAL SANITARY CONVENTION.

A copy of Treaty Series No. 6, 1900. International Sanitary Convention Signed at Venice March 19, 1897. (Ratification deposited at Rome) which was sent to the Officer Administering the Government by the Secretary of State for the Colonies under date 10th April, 1900, having been circulated amongst the members of the Sanitary Board at to-day's meeting, the following remarks were made by members:—

M.O.H.—In view of the importance of this subject I would recommend that the Sanitary Regulations be translated and inserted in the *Government Gazette* for general information.

Dr. Lawson, P.C.M.O.—I disagree with M.O.H. as it would be money wasted.

Mr. McKie.—I agree with the remarks of P.C.M.O.

Lt. Col. Ryan, R.A.M.C.—I agree with the M.O.H.'s suggestion.

THE RE-HOUSING QUESTION.

The Government's attention having been drawn to a lengthy article which appeared in the *Liverpool Daily Post* of 18th ult. on the subject of the Great Municipal Problem of How the working classes ought to be housed, the Sanitary Board were asked to submit a memorandum showing what precisely are the powers of the Board for closing or otherwise dealing with insanitary property. The following memoranda were prepared for submission and brought before to-day's meeting:—

S.S. 6 of Ord. 14 of 1845.—Every occupier or owner of any house, building, or other erection who shall neglect to repair or remove the same when in a ruinous or unsafe state, and which shall or may endanger the passengers in any thoroughfare is liable to a penalty of £5.

Under S.S. 7 of S. 13 of Ord. 24 of 1887.—The Board has power to make Byelaws with regard to "The closing of premises unfit for human habitation and the prohibition of their use as such. This subsection appears however to be of very little value to the Board, as the Acting Attorney General in C.S.O. 1396/99 gave it as his opinion that "it does not empower the Board to lay down rules as to what shall or shall not be required before premises can be considered as fit for human habitation."

N.B. made by the Board, submitted to the Governor and approved by the Legislative Council.

Made of Procedure under the Public Health Ordinance.

By Sec. 17.—The Board may give authority in writing to an officer of the Board to inspect a building, but the officer must obtain the consent of the occupier 6 hours previously or give notice of such inspection.

By Sec. 18.—When a nuisance exists a Board notice is served on the person causing the nuisance.

By Sec. 20.—The Board must review the notice served if the recipient is dissatisfied with it.

By Sec. 21.—If the notice is not complied with, a complaint must be laid before a Magistrate, who issues a summons.

By Sec. 23.—In cases of Insanitary Buildings the Magistrate may prohibit their use until they are made fit for human habitation.

By Sec. 24.—For acting contrary to the prohibition order the maximum fine is \$25 a day.

S.S. 31 of Ord. 24 of 1887.—When a formidable epidemic is prevalent the Governor in Council may proclaim that Sections 32-37 are operative, and the Board can then issue Byelaws which after the approval of the Governor in Council are published in the *Gazette* to provide *inter alia* for the compulsory vacating of houses, but this portion of the Public Health Ordinance is practically a dead letter, as the necessary proclamation is said to be injurious to the prosperity of the Colony, the power to vacate houses, to mitigate an epidemic, is, however given by clause 7 of S.S. 1 of S. 13 of Ordinance 15 of 1894.

Sec. 6 of Ordinance 15 of 1894.—prohibits the occupation of basements without the permission of the Board.

Byelaw 14 made under S. 13 of Ord. 15 of 1894.—Provides that permission may be granted for human habitation of the basement fronts in a street of not less than 8 feet in width, if the window area is not less than one-tenth the floor area, and if no side abuts more than 4 feet against earth or soil and there is a clear, uncovered space of 4 feet outside, above the abutment. Permission for use of a basement as a shop if it fronts a street not less than 8 feet in width and does not exceed 30 feet in length may be granted.

Section 19, and C of Ord. 15 of 1894.—Persons occupying houses, &c. contrary to the provisions of the said Ordinance, are liable on summary conviction before a Magistrate to a fine of \$25 and in cases of two similar convictions within 3 months with respect to the same building, the Magistrate on the application of the Sanitary Board may close the house pending remedial measures.

Byelaw 24 made under Sec 13 of Ord. 15 of 1894.—During an epidemic any infected building certified by the M. O. H. or any legally qualified and registered medical practitioner as unfit for human habitation, may be closed by order of the Board and the occupants removed after 24 hours notice.

Sec. 11 c of Ord. 15 of 1899.—The Magistrate after the expiration of the time allowed for the construction of backyards, alteration of cubicles and partitions, may order the whole or any portion of a building in which the said alterations have not been made, to be closed by, or under the direction of the C.S.P. and to remain closed for such alterations.

Sec. 12 of Ord

LT. Col. Ryan R.A.M.C.—There is no doubt at all that the Board requires increased powers for dealing with insubordinate property. Dr. Lowson—The "Inkling" at Public Health Legislation has led to clumsy and cumbersome procedure and the public talk about this the better. One thing would do good—far more than most people would imagine at first sight—the amendment of S. 19 A and C of 1874 to the effect that on second conviction the magistrate should demolish the house from top to bottom—that would bring people to their senses.

Dr. Hartigan—I agree with the two previous minutes, but it seems absurd to me to give the Board powers sanctioned by the Law Officers of the Crown, when the Board tries to give them effect (vide closing of premises unfit for habitation) are declared by those same officers to be illegal.

Mr. McKie—I agree with Lt. Col. Ryan, R.A.M.C.

PLAQUE IN AMOY.

The following letter has been received from H.B.M. Consulate at Amoy by the Colonial Secretary:

Sir—On the 5th instant I had the honour to send you the following telegram—

"Plague exists Amoy and vicinity not yet epidemic please notify Commodore."

While I thought it my duty to advise you as above, I am glad to be able to report that, as far as we can at present judge, the plague in this district is for less prevalent and of a milder type than last year at a corresponding date.

I have the honour to be, Sir,

Very most obedient humble servant,

(Sd.) R. W. MANSFIELD,
H.B.M. Consulate.
The Hon. Colonial Secretary, Hongkong.

THE TROUBLE IN THE NORTH.

SHANGHAI, 19th June.

The *Echo de Chine* says—We learn from an absolutely trustworthy person that there are Boxers in the Chinese City, and that they meet each day to go through their exercises. We have no wish to frighten our nationals, but in view of the position of our concession, we think it desirable to publish this information, which we request, we have every reason to believe well founded.

BOXERS IN CHIEFOO.

The *Hu Pao* received from Peking yesterday forenoon a telegram stating that there are about 500 Boxers infesting the Foreign Settlement at Chiefoo. The Japanese Minister at Peking has asked his Government by telegram to immediately send a gunboat there.

RUMOURS.

The *Chung Ngai Yaf Pao* says that General Tung Fung-jang has been received in audience by the Emperor three times since the 27th ult., when he was verbally instructed how to face the Foreign troops. General Tung promised to obey orders. There were rumours recently current in Tientsin that the Boxers intend to cut off the inhabitants queues and draw a red circle at the door of their dwelling houses during night, therefore the Christians living in the Lan-ti-Chwang (villages in Tientsin) have all fled with their families. Eight ruffians, who cut down the telegraph and destroyed the railway were arrested and sent to the Peking Governor for punishment. There were up to yesterday thirty three warships of various nationalities at anchor at the Taku Bar. The 5,000 Russian troops have arrived in Peking—*Mercury*.

MR. DAVID GLASS ON THE SITUATION.

Mr. David Glass, Q.C., a member of the Canadian Bar, is at present visiting the Far East. He was kind enough to receive a representative of the *North-China Daily News* at the Shanghai Club, where he is staying for a few days, and gave him the following interesting sketch, from materials gathered during his visit:

I came from Vancouver in the s.s. *Empress of Japan* to Yokohama, and from Yokohama to Shanghai by the *Empress of China*. During April and May I went over Japan fairly well, when my good opinion of that country was fully confirmed. They are a united people and have a high destiny. The Chinese, on the contrary, are not united and, from what I can gather, are wholly wanting in patriotism. The formation of their governing power forces government by factions, while the language differs largely in different sections, whereby the homogeneous character of the people is greatly weakened, reducing their harmony, happiness, and strength. When first I came to Shanghai the bright, beautiful surroundings greatly enhanced my good opinion of China. Soon after, I embarked on the s.s. *Linsing* for Tientsin, about seven hundred miles to the North. It is estimated that Tientsin has a population of about 700,000 inhabitants. While there, the "Boxer" rising took place; the tumult and excitement was quite bewildering. The streets were jammed with Chinese soldiers and the blue-jackets of other nations, the latter endeavoring to reach Peking, to which place they had been ordered to protect their respective legations. I was anxious to get forward to Peking to see the capital, the old wall and other places.

Mr. Drew of Tientsin, to whom I had letters, was very kind in showing me about the native city, but he advised me that it would be next to impossible to reach Peking, as the railway line had been torn up and some bridges burned. It was informed that the Japanese were the first soldiers to enter Peking, next came the Americans and Italians. The Germans did not enter till the day following. The Empress Dowager resisted the passage of foreign soldiers into her capital, but this was of no avail. A nation, unable to keep its treaty obligations by the preservation of the lives and property, not only of its own people, but of all within the realm, must stand aside and allow these rights to be protected by others. That was the pivotal point on which the fate of China turned. The gates of Peking were entered by the representatives of the Great Powers. The few who entered these gates represented a larger population than that of China. But, more than that, they represented the power, progress, and the humane ethics of the world.

The railway station and ground at Tientsin were crowded by Chinese infantry and cavalry, in all about 3,000, in the railway cars and out of them, going, as they said, to put down the Boxer Rebellion; but a more lawless undisciplined lot could not be found. Their conduct to Europeans, women and men, was simply disgusting.

As regards the Boxer rising, several have said to me that the British had not acted with sufficient vigour in China, and that it was very doubtful as to their intention of retaining Weihai-wai harbour. I am quite sure the latter statement is wholly and absolutely without foundation. On the contrary, on the 9th of June, 1899, when Mr. Walter M.P. raised the question in the House of Commons, Mr. Brodick, on behalf of the Government, gave a positive denial and stated that the suggestion was quite untrue. Again, on the 9th of March, the Right Hon.

George J. Goschen, First Lord of the Admiralty, said: "Her Majesty's Government proposed to make Weihaiwei, on the north coast of Shantung, a second naval base," pointing out that it would be a most advisable advantage and of the greatest importance in any operations in China waters, and adding that it was proposed to expend £1,300,000 on Weihaiwei during the year and £1,500,000 next year. Continuing, Mr. Goschen informed the House that the personnel of the navy for the coming year would be increased by 4,250, making a total of 110,640. The two amounts of expenditure proposed would aggregate \$14,000,000 gold. The above report of the House of Commons proceedings is taken from the cable news to America of the 9th of March.

What estimate, if any, was finally passed by the House I am not aware. The above is at this moment drawn attention to in order to show the estimate placed upon the harbour by the British Government, and the untruthfulness of any contrary report. Beyond this I know nothing excepting that, while at Weihaiwei, I took an interest in the matter and saw some heavy dredging going on in the harbour and earthworks on the land. I was also informed that a number of roads which were pointed out had lately been built within the old walled town, and I heard that a contract had been let for more work.

I may add further that Capt. Perks, of the s.s. *Linsing*, an exceedingly well informed man, and also an officer of one of the foreign warships, now near Tientsin, informed me that this harbour is more commodious and better than Port Arthur, now owned and occupied by the Russians.

From all I know and have heard on the subject, I believe that the above estimate of the harbour is true; and further, that there is no place under British rule where an army of 50,000 soldiers and sailors could be kept more safely and economically than at Weihaiwei. And I may add that, in view of the position of Australasia and India, and considering the growing trade of China, it is high time the opinions and recommendations of Lord Charles Beresford were followed. He says: "I consider it an immense acquisition to our naval strength in the China seas, as, with but a comparatively small expense, it could be made a most efficient and safe naval base. The island could be fortified at small expense, and it would be unnecessary to fortify any point on the mainland, except perhaps one position which commands the western entrance. The old emplacements on the island and at the position referred to are in good order. All that is wanted is that the guns be placed in position. At this moment there is no place in Chinese waters where battleships can anchor so close to the shore. It is an easy place for shipping to make, and with some dredging and wharfing, might become by far the finest and safest harbour in the north of China."

I may add to the above that the "British" have a sphere of influence all round the harbour, and that Lord Charles Beresford declares that he gives the above opinion as a naval officer. It is, therefore, professional and in that way it is more than usual value.

RUSSIA AND JAPAN IN CHINA.

The *Sin Wan Pao* prints a telegram dated Tientsin 11th June stating that the Japanese Minister has informed the Tsungli-yamen that if Russia brings any large military force to Peking Japan will bring double the number, which has caused the delay of the 4,000 Russians at Ching Wan-tai. The Japanese battleship *Sumo* is hastening from Formosa to Tientsin, where she ought to arrive shortly. Another Japanese t.b. destroyer has also sent to Tientsin.

CONCERNING DRAGON BOATS.

The Canton Correspondent of the *China Gazette* writes—

There are two kinds of Dragon Boats. That with a figurehead of a dragon at the bow is called a male dragon, and that with a moon carved at its bow is a female dragon; male joss riding on male dragon, and female joss on female dragon. The boat is built of wood, costing from three to four hundred dollars each. In every village there is a dragon boat society belonging to a particular joss house. Immediately after the festival the dragon boat is interred in the mud, and is termed the sleeping dragon till next year, when it will be dug up again for the races; it is then called a swimming dragon. Besides these, there are many different names for dragons, such as gold dragon, silver dragon, yellow dragon, green dragon, black dragon, flying dragon, water dragon, and spotted-tailed dragon, &c. The Emperor of China is denominated dragon, his face is the dragon-countenance, his head the dragon-head, his robe the dragon-robe, and his throne the dragon-seat. On the 3rd or 4th day of the feast most of the dragon boats repaired to Wong Chuk-kee, their rendezvous somewhere at the southern side of Canton, where there is a joss-house, to worship the mother-dragon; while contesting in their races for prizes or for fame they quarrelled and fought a pitched battle with stones, mud, and revolvers, many of the dragon-boatmen returning with broken heads and wounded limbs. On the 30th ult. the dragon-boat of the Pankow village came into collision with that of the Lip Tak village, which brought on a fight amongst the men, two being drowned and several wounded. Every year the authorities have issued edicts prohibiting the dragon-boat races, but this is merely a dead letter to which no attention is paid.

JAPAN AND THE CHINA CRISIS.

MEETING OF THE CABINET.

Kobe, June 13th.

A meeting of the Cabinet was held yesterday, all the Ministers and Major-General Fukushima, with several Military Staff-Officers being present. The Premier received in audience by His Majesty prior to the time appointed for the meeting, and presented the resolution agreed upon at the secret meeting of the Cabinet on the 11th inst., regarding the China question. He was again received in audience by the Emperor at 11 o'clock when he was accompanied by Viscount Aoki, Foreign Minister. The Cabinet met again in the afternoon. It is reported that the Military General Staff Department has issued an important note to a certain division in consequence of the secret meeting on the 11th inst. and the Cabinet meeting of yesterday. The naval Staff Department issued a similar order for a certain squadron. The nature of these orders is kept secret, but the vernacular paper from which the item is taken predicts the facts will be made public in a few days.

The gunboats *Chimpen*, *Chincho* and *Chinko* will be despatched to Taku, and it is reported that they have already received orders to sail.

The *Chiyo-da Kan* left Miyazaki for Naha, Noto province, this afternoon. A *Sasabo* departed yesterday for Taku, and the *Toyokuni* was to proceed to Taku last night. A Yokosuka telegram of yesterday's date reports that the Standing Squadron, composed of the *Tokida*, *Takago* and *Aikishima* left for the south yesterday morning.

THE TRAINING OF WAR PIGEONS.

A LOFT AT THE CRYSTAL PALACE.

The training of pigeons (homers) for service in time of war is sure to receive increased attention after the conclusion of the Transvaal war. The usefulness of these winged messengers has been proved by two messages that they carried from Ladysmith and one important message recently from Mafeking. The Crystal Palace Company have recognized the commanding interest of the subject, and have resolved to establish a pigeon loft at the Palace. It is hoped that it may become a national institution, encouraged by the War Office and the Admiralty. The Palace offers an excellent site for a loft, a wonderful "mark" for birds from all parts of the country. They could hardly lose their way home. A committee of advice has been formed, which will have the assistance of Mr. E. Shrubshall, the curator, to consider the best means of carrying out the enterprise. The idea is that birds should be trained to fly across the North Sea and the Channel, or from vessels in the North Sea and the Channel; from all the ports, arsenals, naval stations, and training-ships in the British Isles, Lerwick being the most northerly; and that an interchange of these birds should be made with other birds that have been trained to fly from the Palace to the ports, arsenals, and naval stations, presumably by the naval and War Office authorities. In that way a trustworthy pigeon-post would be established.

It is well known that the Prince of Wales and the Duke of York take much interest in homing pigeons, and since the international honours that their Royal Highnesses won last year a great impetus has been given to pigeon racing. It is satisfactory to learn that the Palace authorities have been met in a most cordial manner by the leading Columbarian societies, pigeon-breeders, fanciers, and enthusiasts. A Broadstairs resident has promised to give two birds as a nucleus of the Palace loft. These birds are highly trained, having flown across the North Sea and from places all along the southern and eastern coasts. Mr. McGregor of Bournemouth, who possesses a very fine strain of racing pigeons, is offering great assistance, and the trainer of the Prince of Wales has promised to further the matter in any way he can. About thirty years ago the first stimulus was given to the training of homing pigeons by the flight of a large number of birds from the Palace, under the direction of Mr. Tegetmeier; and there is in existence at the present time a pigeon-post established between Auckland, in New Zealand, and a rocky island about sixty-five miles distant.

NEW FRENCH POSTAGE-STAMP.

A new stamp is being prepared to commemorate the Paris Exhibition. On the opening day this stamp for ten, fifteen, twenty, twenty-five, and thirty centimes will be on sale all over the Republic. The new stamp will show the Republic a seated figure holding a tablet, on which is written, "Droits de l'homme." On a cartouche, wreathed with laurels, will be inscribed the value of the stamp, and the legend "République Française" will be read underneath.

THE DANGERS OF LABEL LICKING.

One of the most curious subjects investigated by the Departmental Committee appointed to inquire into certain dangerous trades was label licking, which is practised largely in thread mills and aerated water factories. Dr. Oliver, of Newcastle, furnishes a minute, from the medical point of view, in which he says that since the work is usually done by young persons and children at an age when growth is active and the system requires all its digestive secretions, the daily loss of saliva to the system cannot but be prejudicial to health. Analyses of the labels show that they sometimes contain copper and lead, the presence of which constitutes a danger. A kindred practice, that of licking postage-stamps, has given rise to what is known as the "stamp-licker's tongue," and the application of stamp-paper to an open wound has been credited with causing blood-poisoning. The report of the Committee says that at one of the large thread mills in Lancashire the tickets for the bobbins were, at the first visit of the Committee, almost entirely moistened by application to the mouth. There were employed at that time some twelve full-timers, who each licked from forty to fifty gross of labels per day, and thirty-five half-timers, who accomplished from twenty to twenty-five gross per day. To give an indication of the amount of licking possible to be done, one woman informed the Committee that when they were asked to lick a gross of bobbins a day, or allowing a ticket for each end of the bobbin, ninety gross of labels a day. This firm have now entirely abandoned licking, and the whole of the work is done more expeditiously and better by artificial methods than by means of the mouth. Several other firms corroborated this evidence.

THE PROPOSED SALE OF THE DANISH WEST INDIES.

The Copenhagen correspondent of the *Times* says—

"The project of selling the Danish West Indies to the United States has now been given up. In lending circles there is strong opposition to the idea, and the King also is against it. I learn that the Copenhagen banks intend to combine for the purpose of starting a new bank in the island of St. Thomas, and will probably succeed in getting the Government to sell the islands to them. The Government of two of the subjects, Charles and John, sent a two-line reply through the French Consul, the gist of which was that it was beneath the dignity of a King of France to hold correspondence with the Deity of Algiers. Twenty years of war followed, ending eventually in the annexation of Algiers by France. Every schoolboy, again, has heard of the gibe uttered by another King of France at the expense of William the Conqueror. William's retort took the form of laying waste hundreds of square miles of the latter's territory. Not all royal speeches, however, make for war. On the contrary! In February 1874, when a

DECLINED WITH THANKS.

The management of one of the largest places of entertainment in London made a handsome offer the other day in the hope of scoring over their rivals. They intimated through what they regarded as the proper channels that if the Admiralty would permit a dozen men of the Naval Band to appear on their stage five minutes every night for a week, with one of the guns employed in the defence of Ladysmith, they would not only pay each of the gallant sailors £20, but would give the whole proceeds of one of the performances to the War Fund. But the Lords of the Admiralty would not have it. *Advocate of India*.

Heaven logic—As I understand it you propose to civilise me. "Exactly so." "To get me out of the habit of idleness and teach me to work." "That's the idea." And lead me to simplify my methods and invent things that make my work lighter. Yes. And then I'll become ambitious to get rich, so I won't have to work at all. "Naturally." Well, what's the use of talking such a round about way of getting where I started from. I don't need to work now so I reckon I'd just better stay where I am."

THE CHICAGO MAN AND THE INFANTA EULALIA.

Some time ago a Chicago man decided to name his infant daughter Eulalia, in honour of the Spanish Infanta. And having done so he thought it would be the proper thing to inform the Princess of the honour she had paid to her. He therefore wrote to her on a sheet of his office paper, and addressed it, "Infanta Eulalia, Spain, Europe." In course of time he received a reply from the Infanta, in which she graciously thanked him for the honour that he had done her, and his little namesake all happiness, and at the same time desired that her assurance of distinguished and profound consideration might be conveyed to the people of Chicago. The letter was beautifully written on superfine paper, with the Royal Arms of Spain blazoned thereon in colours. It was the direction of the envelope, however, that most excited the admiration of all who beheld it. The address ran—

El Señor Don William Bilkison, Metal Lath and Fireproofing, Estimates furnished, Single and Double Expansion Bolts, 761, Canal 9750, Bectony Isle Island Avenue, Office, 1141, Haled Street, Chicago, North America, United States.

The secretary had evidently been instructed to leave out none of Don Bilkison's titles of honour. We wonder whether it dawned on the Chicago man why.

A SPECTACLE OF HORROR.

There is a spectacle now on view in the Native City of Shanghai, says the *S. D. Press* of 18th inst., which it would be difficult to match in awful horror. It is the execution of a man—Chang Chang-wo, the Pootung bandit chief captured by the Municipal Police some weeks ago, and handed over to the City authorities to be dealt with. The execution began at daylight yesterday, and will last perhaps a week, perhaps longer, according to the strength and vitality of the hapless wretch who is the victim. He is being starved to death. The last food he ate or will ever eat, was given to him on Tuesday about midnight, and some hours afterward he was placed in a tall, wooden cage, the top of which consists of a cage. In this confinement the miserable man will stand all day long, his head protruding through the hole in the top, which is just wide enough to fit the neck. No more food or drink will ever pass his lips in this life, not so much as a draught of water, but he will stand unaided and unaided by the multitude, in his constantly increasing agony, until the soul takes its flight. All day yesterday he was exposed to the public gaze just inside the North Gate of the City. To-day he will be shown at one of the other gates, to-morrow at another, and so on until the round of the seven portals which pierce the City walls is made, after which his life still remains in the tortured body, he will be allowed to remain at the last gate until he expires. He is standing up, shivering and and foot, on a pile of bricks, which will gradually be knocked away, brick by brick, until at last the miserable creature will be barely able to reach the floor of the cage with the tips of his toes. It is a pity the Native authorities did not deem it expedient to cut off the man's head at once. The course they have adopted, although in strict accord with Chinese procedure in such matters, might almost be construed into an outrage upon the sensibilities of the foreigners living within a couple of hundred yards of the terrible business.

WHEN KINGS SPEAK.

MESSAGES THAT HAVE STARTLED THE WORLD.

It is scarcely an exaggeration to say, that the Kaiser's recent message to a London paper startled the entire civilised world. Kings so seldom speak, at least to any purpose, that when they do the nations stand still to listen. There was the Czar's peace protocol, for instance, at which, however, the chancelleries laughed in their sleeves while according it in public a lukewarm support.

Then, again, there was that bolt out of the blue, President Cleveland's message anent the Venezuelan dispute. When John Bull took up his paper one morning and read therein that the head of an alien, though presumably friendly, State had dared to order this country to go to arbitration with a petty Central American Republic, and had threatened that, in the event of a refusal, the United States Government would take it upon itself to adjudicate upon the point at issue, he could scarcely believe his eyes. But there it was in black and white, and took several days to make John understand that it was only

AN ELECTIONEERING DODGE.

It is well for kings to be careful, for often the most direful happenings follow hard upon a lightly spoken word of theirs. If, for example, William I. in 1870, when informing the French Ambassador that Germany could not accede to Napoleon's further demands regarding the candidature of Prince Leopold of Hohenzollern-Sigmaringen for the vacant Spanish throne, had refrained from adding "and tell the Emperor that I have nothing further to communicate in the matter," there would have been no Franco-Prussian war, no Sedan, and no slicing away of two of France's fairest provinces.

In 1827 the Dey of Algiers sent a letter to King Charles X. of France, praying for payment of a debt of £1,000,000 alleged to be due by the French Government to the two of his subjects, Charles and John, sent a two-line reply through the French Consul, the gist of which was that it was beneath the dignity of a King of France to hold correspondence with the Dey of Algiers. Twenty years of war followed, ending eventually in the annexation of Algiers by France. Every schoolboy, again, has heard of the gibe uttered by another King of France at the expense of William the Conqueror. William's retort took the form of laying waste hundreds of square miles of the latter's territory. Not all royal speeches, however, make for war. On the contrary! In February 1874, when a

GENERAL EUROPEAN WAR was regarded as practically inevitable, the Czar, in proposing the Emperor of Austria's health at St. Petersburg, used the following remarkable words: "In the friendship which binds us, and also the Emperor William and Queen Victoria, I am most sure the Emperor could not accede to Napoleon's further demands regarding the candidature of Prince Leopold of Hohenzollern-Sigmaringen for the vacant Spanish throne, had refrained from adding 'and tell the Emperor that I have nothing further to communicate in the matter,' there would have been no Franco-Prussian war, no Sedan, and no slicing away of two of France's fairest provinces."

So, also, when, shortly afterwards, Bismarck had made up his mind to crush France, it was Queen Victoria's earnest "This must not be," uttered fearfully yet firmly to the German Emperor at Osborne House, which prevented the consummation of what would have been little else than a gigantic and scandalous international crime. *Advocate of India*.

SHIPPING REPORTS.

Captain Harris, of the steamship *Kwango*, from Tientsin, reports—Modeste Easterner and Red Clay Yacht.

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on fifteen years' observations to 1898.

Barometer	29.764
Thermometer	80.7
Humidity	83.0
Rainfall	16.496

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.

Barometer	29.83	29.78
Thermometer	82	78
Humidity	48	88
Rainfall	—	—

TO-DAY.
Thursday, 21st June, 1900.
Chinese—25th of 5th moon of 26th year of Kwang-si.

Sun—Rises	5hr. 18min.
Sets	6hr. 45min.
High water—Morning	5hr. 50min.
Afternoon	4hr. 40min.
Low water—Morning	10hr. 50min.
Afternoon	9hr. 50min.

ANNIVERSARIES.
1860—Melazzo captured by Garibaldi.
1870—Massacre at Tientsin.
1895—Opening of the Elbe and Baltic Canal.
1898—Anglo-Italian syndicate obtain the concession of mining and necessary railways in three northern prefectures of Honan—Disaster at the launch of H.M.S. *Albatross* at Blackwall, 37 persons killed.
1899—Fire at 205 Queen's Road Central \$3,000 damaged.

TO-MORROW.
Friday, 22nd June, 1900.
Chinese—26th of 5th moon of 26th year of Kwang-si.

Sun—Rises	5hr. 18min.
Sets	6hr. 45min.
High water—Morning	5hr. 45min.
Afternoon	5hr. 30min.
Low water—Morning	10hr. 47min.
Afternoon	9hr. 39min.

ANNIVERSARIES.
1840—Canton blockaded by the British.
1855—Serious damage caused by excessive rains in Hongkong.
1893—Loss of H.M.S. *Victoria* with 351 lives.
1897—Celebration of the Diamond Jubilee of H. M. Queen Victoria.
1898—American flag hoisted on the Island of Guam—American troops land at Aguadadores under fire from Spanish fleet.
1899—Armed attack on Custom station and French Consulate at Mengtze Yunnan.

AGENDA.

TO-DAY.
Cargo ex *Trieste* subject to rent.
TO-MORROW.
Noon—N. Y. K. steamer *Hirashima Maru* leaves for Bombay via Singapore and Colombo.
4 p.m.—C. N. Co.'s steamer *Kwaiyang* leaves for Cebu and Iloilo.

SATURDAY, 23rd.
Noon—P. & O. steamer *Clyde* leaves for London etc.
5 p.m.—E. & A. S. Co.'s steamer *Australian* leaves for Australia.
Cargo ex *America Maru* subject to rent.

MONDAY, 25th.
11 a.m.—Meeting of the Executive Council in the Council Chamber at Government Offices.
3 p.m.—Public Auction Sale of Crown Land (Nos. 302 and 303) at the Offices of the P. W. D.
4 p.m.—C. N. Co.'s steamer *Kaifong* leaves for Manila.

TUESDAY, 26th.
O. S. Co.'s steamer *Antenor* leaves for London via Suez Canal.
Noon—T. K. & Co.'s steamer *America Maru* leaves for San Francisco via Honolulu.
Cargo ex *Benlomo* subject to rent.
Cargo ex *Hibara Maru* subject to rent.

WEDNESDAY, 27th.
C.P. R. steamer *Empress of India* leaves for Victoria B.C. etc.

THURSDAY, 28th.
Noon—N. L. steamer *Oldenburg* leaves for Europe.
O. S. Co.'s steamer *Ulysses* leaves for Liverpool (direct).

SHIPPING AND MAIL NEWS.

MAILS DUE.
English (*Valletta*) to-morrow.
American (*City of Peking*) 25th inst.
German (*Stuttgart*) 27th inst.
German (*Oldenburg*) 27th inst.
American (*Guelic*) 4th prox.
Canadian (*Empress of Japan*) 10th prox.
American (*Hongkong Maru*) 12th prox.

The C. P. R. Co.'s R.M.S. steamer *Empress of Japan*, left Vancouver on Tuesday a.m., the 19th inst., for Hongkong via usual ports of call.

The N. Y. K. steamer *Inaba Maru*, (Europe Line) left Kobe via Moji for this port yesterday, the 20th inst., and is expected to arrive here on the 27th inst.

HONGKONG AND WHAMPOA DOCK RETURNS:
U.S.S. *Monterey* " at Kowloon Dock.
U.S.S. *Oregon* " " "
Sungkiang " " "
H.M.S. *Hari* " " "
Changsha " " "
Freiburg " " "
Chungang " " "
America Maru " " "
Goodwin " " " Cosmopolitan
Atlas " " " Aberdeen

PASSED THE CANAL.
Outward—25th May—*Chitlagong*, 29th May—*Brige Maru*, *Valletta*, *Kinfuch*, *Aranda*, *Dresden*, 5th June—*Savola*, *Hollatia*, *Tamba Maru*, *Stuttgart*, 6th June—*Kanagawa Maru*, *Calcutta*, *Benlomo*, *F. Ferdinand*, 7th June—*Arca*, *Clio*, *Maru*, *Valerie*, *Gourie*, *Taklin Maru*, *Eva*, 15th June—*Oranien*, *Shindai Maru*, *St. Regulus*, 19th June—*Annam*, *Glenahavy*, *Rong*, *Alfred*, *Tamhad*.

Home-ward—14th June—*Malacca*, 8th June—*Prussia*, 12th June—*Ision*, 15th June—*Koenigsberg*, 19th June—*Oranien*, *Sankhi Maru*, *Almonous*.

Arrivals at Home—13th June—*Prins Heinrich*, *Sibiria*, *Tamba Maru*, *Machon*, 20th June—*Looslaaken*, *Maria Valeria*, *Palkhan*.

Shipping.

Arrivals.

DECIMA, German steamer, 794, C. Christiansen, 20th June, Newchwang 12th June, Beans—Chinese.

HAILAN, French steamer, 717, Merles, 20th June, Pakhoi and Hoihow 19th June, General—A. R. Marty.

MICHAEL JENSEN, German steamer, 710, J. Jessen, 20th June, Haiphong 16th June, and Hoihow 19th, Rice and General—Jessen & Co.

KWONGSANG, British steamer, 825, W. S. Stalker, 21st June, Canton 20th June, General—Jardine, Matheson & Co.

KWEIYANG, British steamer, 1,086, A. W. Outerbridge, 21st June, Canton 19th June, General—Butterfield & Swire.

NINGPO, British steamer, 1,240, Phillips, 21st June, Canton 24th June, General—Butterfield & Swire.

KWANGSE, British steamer, 1,240, Harris, 21st June, Tientsin 15th June, Groundnuts—Butterfield & Swire.

CLYDE, British steamer, 2,168, E. Street, 21st June, Shanghai 19th June, Mails and General—P. & O. S. N. Co.

Clearances at the Harbour Office.
Ningpo, British str., for Shanghai.
Pak Kong, British str., for Canton.
Saikong, British str., for Samsoi.
Germania, German str., for Saigon.
Seong Leong, British str., for Amoy.
Esmeralda, British str., for Amoy.
Benlomo, British str., for Nagasaki.
Samsui, British steam-launch, for Wuchow.
Kwango, British str., for Canton.

IT WONT DO THE FILIPINOS
MUCH GOOD.

"Certainly one good result," says *The Western Electrician*, "grows out of the occupation of the Philippine Islands by the Americans, the extension of electrical means of communication. When Spain turned the islands over to the United States there were about 1800 miles of telegraph lines in the archipelago, and it is estimated that within a year the total length of wire in operation will be fully 5,000 miles. New lines are building in Luzon and on the islands in the southern part of the archipelago. The latest reports from Manila show that there are being handled by the Signal Corps in Luzon alone an average of 4,600 messages daily, and as new territory is occupied the work correspondingly increases."

FOOD FOR SOLDIERS IN
GERMANY.

U.S. Consul-General Guenther writes from Frankfurt, March 12, 1900. On March 9, the first battalion of the 17th Regiment commenced an eight days' march for the purpose of determining the nutritive value of egg crackers recently manufactured by a firm in Mainz. The crackers are distributed in place of bread; the preservatives contain meat and vegetables boiled together, and can be made ready for consumption in from 10 to 15 minutes. The marching exercises cover at first 30 kilometers (18½ miles) per day and are gradually increased. Officers as well as men are not allowed to partake of anything except the rations furnished. The barracks in which they will pass the night are closely watched, so as to prevent the smuggling in of other food.

ELECTRIC TRAMWAYS IN
GERMANY.

U.S. Consul Hughes, of Coburg, on March 7th, quotes from a trade journal the statement that the length of electric lines in Germany shows an increase of 45 per cent. over last year, the available power has gone up 57 per cent, and the growth of accumulator installations is represented by the figure of 164 per cent. The tramway accumulators now aggregate almost exactly a fourth of the dynamo power of the power stations; yet there are very few pure accumulator lines. Overhead conductors continue to predominate. Apart from the two pioneer lines of Siemens and Halske at Berlin and Frankfurt, the years 1881, all the electric roads have been built within the last nine years. The total length is 1,274 miles. Most lines have only a single track, which is made feasible by the almost universal practice of stopping at certain points only. The gas main line at Dessau, which was considered so successful, will adopt electricity during the coming summer.

GERMAN DEMAND FOR COAL.

U.S. Vice-Consul-General Hanauer, of Frankfurt, on April 10, 1900, reports that a reputable coal dealer of that city (who supplies one of the largest chemical factories in the vicinity) has just called on him in order to learn the names of standard coal companies in the United States. He says his firm wants—its prices and quality and coal are suitable—a contract for 500,000 tons for the next twelve months. He also states that the production of Germany in this line is short of the demand this year by 4,000,000 tons.

BUBONIC PLAGUE IN THE BIBLE.

The earliest record of bubonic plague has generally been dated 300 B.C. Drs. F. Tisdell and J.A. Dick have, however, according to Nature (March 23), recently brought evidence before the Royal Society of New South Wales, to show that the epidemic of 1141 B.C. described in the first book of Samuel (chaps. iv-vi), was true bubonic plague. "After the Philistines had captured the Ark of the Covenant and taken it to Ashdod, severe illness broke out among the people. The hand of the Lord was heavy upon them of Ashdod, and He destroyed them and smote them with emerods." The Ark was afterwards taken to Ekron, and here again we are told there was a deadly destruction throughout all the city, and the men that died were buried with the emerods, and the cry of the city went up to Heaven. The word "emerod" has usually been taken to mean hemorrhoids, but in the revised version of the Old Testament it is stated to mean tumor or plague boil. The epidemic in Philistia occurred at the time of the regular plague season, and mice are mentioned in connection with it, which furnishes additional evidence that the epidemic was plague, for a connection between the death rats and plague at Bombay and elsewhere has been clearly established. Taking all the facts into consideration there appears to be contained in the few chapters of 1 Samuel an account of an epidemic of bubonic plague that occurred more than three thousand years ago, or more than eight hundred years previous to the hitherto accepted historic record.

MINERAL WEALTH OF CANADA.

According to a report issued by the geological survey, the mineral output of Canada for the year 1899 is placed at \$47,000,000. Of this sum, gold is the largest factor, the total being \$11,049,000, and of which the Yukon contributed \$16,000,000. Coal is the next item of importance, the production for the year 1899 \$9,400,000. Since 1896, the mineral production of Canada has well-nigh doubled in value. The production of other minerals was: Iron, \$248,372; lead, \$377,250; nickel, \$2,067,840; platinum, \$835; silver, \$1,834,371. Of the chief contributors to the total mineral production of the country, lead and silver are the only two showing a considerable falling off, and that, notwithstanding more favourable prices. This is due to local causes in British Columbia not dependent on the value of the deposits.

MR. LADDS TO NOTE.

CURE FOR THE HOOF AND MOUTH DISEASE.

Prof. Dr. Winkler of Giessen, Hesse, claims to have discovered an extremely simple means for preventing the spread of the hoof and mouth disease (Eczema epinotica), a disease which is unusually prevalent among the cattle of this country and which it seems impossible to stamp out. Professor Winkler claims that well-boiled milk of cattle afflicted with the disease given to healthy cattle causes the latter immunity to the disease. To make cattle immune it is necessary to feed 4 to 6 quarts of the said milk daily to each animal for a period of about eight days. Even though this remedy has not been given such trials as to prove its infallibility beyond doubt, it is nevertheless so simple and inexpensive as to recommend itself at least for trial.

A MISSING WORD COMPETITION.

Here is a tip for an amusing after-dinner half hour:—
At the "At Home" given by H. H. the Maharani of Mysore at Ooty the other day the "missing word" competitions for ladies were clever. The first ran as follows:—
"Sitting in a shady bower
With my father
For loaves I gave my love"
The missing word was "Ipecacuanha." In the second competition the verse ran:—
"My love she is an Ooty lass
A Todee sweet and simple
Two beautiful brown eyes she has
And on each cheek a "
The missing word was "pimple." Nobody guessed it. Everybody wrote "dimple."

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—
Austin, Lieut.-Col. G. B.
Adamsen, Mrs. H.
Andrews, Mrs. A.
Arnold, E. W.
Arrowsmith, A.
Ayres, G.
Ayr, R.
Aldan, H.
Allister & Co.
Arrowsmith, A.
Apponyi, A.
Andale, O.
Alay, A.
Alx, M.
Arbitt, A. J.
Bosman, H. F.
Bayly, Miss
Brailley, N.
Benjamin, A.
Borja, W.
Buckley, P.
Burn, W.
Beck, D.
Barras, F. A.
Brown, Col. F.
Brown, J. O.
Brown, N. P.
Brown, G. E. R. C.
Bell, C.
Buckham, W. S.
Black, U. M.
Brady, A. M.
Brennan, R.
Crawford, J.
Carmo, P.
Caranga, R.
Chandehuri, M. N.
Chung War
Collie, Mrs. J. A.
Cohen, J. A.
Conception, B. M.
Collins, A. J.
Cherry, F. A.
Costwell, M.
Cobett, A. J.
Cummings, Miss
Carmo, J.
Chumalai, L.
Chiu Chung Hing
Chiyardale, M. E.
Davies, F.
D'Arcy, E.
D'Almeida, D.
Daly, R.
Dooly, M. E.
Durando, V.
Dwyer, J. J.
Drumman, J.
Desjardines, L.
Duffner, A. H.
Dillon, B.
Dakin, N.
Droin, F.
Dwyer, Miss R.
Evans, F. P.
Esty, F. R.
Edgum, F. H.
Elior, E.
Erush, H. R.
Edheuton, P.
Eli, H. D.
Edwards, L.
Francis, D.
Fischer, C.
Fox, H. H.
Ford, A.
Fieldmer, Company
Fling, Mr. C.
Fandamer, J.
Fuorrell, B. D.
Faksen, F.
Faulkner
Green
Galembert
Gasten, J.
Gini, Mrs. O.
Geis, Miss L.
Gladstone, M.
Groundwater
Gomez, J.
Giny, L.
Gover, S. B.
Gladis, Mons.
Gutterres, G. H. O.
Ging ing
George
Hall, J. R.
Holden, S. B.
Holden, E. E.
Hahnkrug, H.
Hermann, G.
Hoogley
Hant, D. B.
Hawthorn, A. M.
Hayward, E.
Hermann, J.
Harvey, Miss
Hjerbrun, H.
Hogen, C. R.
Hopkins, Miss
Hathori, G.
Hodgkins, S. M.
Haines, J. C.
Hing-Cheng-San
Houston, R.
Howell, Mr.
Hollingsworth
Hart, F. J.
Holladay, B.
Holsenien, D. S.
Jemalikhan
Ichang
Jones, Dr. R. H.
Jones, F.
Jones, W. F.
Jacob, T.
Katz, J.
Kemper, P.
Klatte, F.
Kelly, R. R.
Kong Yeu Hing
Kastler
Kingman, G. D.
Koppel, A.
Koskinen, V.

Liblain
Lemrow, Frank
Lair, Dr. S. L.
Longworth, T.
Ludick, Mrs.
Lorne, Miss M.
Lund, K. F.
Levy, G. E.
Larew, H. E.
Lanuchen, M.
Lamoune, Miss M.
Langlade, L.
Lang & Co.
Laird, P.
Leblain & Co.
Meyer, K.
Montilla, T.
Martin, Mr. E.
Marrisey, Mr.
Mitchell
Marchand, M. M.
Mullen, T.
Marcony, T.
Marris, M.
MacCarthy, M.
Mour, L. D.
McDougall
Monis, H. M.
Mohamed Essof & Co.
Matson, K.
Moore, L. W.
McCauley, J.
Munoz, S. A.
McMinn, A. C.
McKenzie, J. D.
Moore, Rev. P.
Naven Clock C.
Neval, S.
Norman, H.
Naughton, W. D.
Narack, J. A.
Norpha, M.
Neufille, A.
Oveido, F.
Oates, Fred.
Oronbyatekha
Owen, M.
Oriental, J.
O'Brien, B. J.
O'Gillie, Mrs.
O'Brien, C.
Orario, D.
D'Arcy, E.
Phillips, Mons.
Probasco, E. L.
Penchney, J. W.
Porter, M. H.
Pellis, E.
Punlitt, D.
Pitt, F.
Robbins, E.
Richardson
Rollen, Hakeam
Rose, Alex.
Robert, Anderson & Co.
Reid, A.
Rees, C. E.
Robby, A. I.
Rallay, T.
Rees, Rev. J. L.
Robinson
Rottenberg, O.
Roberts, R. C.
Rouchvargen
Say, Henry
Sewell, P. S. H.
Stuart, J. S.
Simmonds, Miss
Schultz, C. M.
Stahl, J.
Savage O. H.
Stohp
Silva, K. C. D.
Soares, F. R.
Stevens, C.
Sukerman, R.
Smith, H.
Steel, W. E.
Stephenson, A.
Swan, J. M.
Sura, I. E.
Snyder, F. G.
Shaw, N. G.
Smith, S. L.
Smith, J. G. H.
Spafford, T.
Thompson, R.
Taylor, Miss C.
Tuk Too Cheong
Turner, Miss A. S.
Tierney
Taylor, Esq.
Truglio
Turrance, J.
Tehang, M. J.
Tooker, J. R.
Tata, J. S.
Tominga, S.
Tomalin, R.
Tay-Bor, M.
Umkle, S.
Unternehmung
Vernon, M. A.
Van Sant, M. G.
Varnet, J. F.
Vance, G. F.
Vaughn, N.
Vallance, F.
Warne, Rev. H. W.
Wilhelmi & Co.
Wright, F.
Wieggen, J.
Wajie, Laura
Wimmer & Co.
Walker, Mrs. E.
Wilson, A.
Watteld, V.
Weissman, A.
Wong Sam Hing
Whimerah, T. C.
Worth, W. H.
Xavier, G. B.
Young, F.
Young, R.
Verides, R. S.
Zaboli
Zeh-Alex
Zukri

List of Registered Covers for Merchant
Ships.

S.S. *Agamemnon* A. L. Thompson.
S.S. *Alcedon* H. Thompson.
S.S. *Breconshire* F. Spence. (2)
U.S. Flagship *Baltimore* B. A. Erwin.
Cruiser *Baltimore* Chas. Barnett.
U.S. Flagship *Brooklyn* Lieut. L. Feland. (2)
S.S. *Chingtu* C. F. Moule.
S.S. *Dahly* Capt. Erickson.
Barque *Glenshiel* Capt. A. E. Bunn.
S.S. *Ision* I. M. Roberts.
S.S. *Ision* Chas. Jones.
S.S. *Legat* Maisino de Mesa.
S.S. *Legat* Rami Eulla Serang c/o Capt.
S.S. *Strathgyle* J. Dawson. (Holiday)
S.S. *Stonewall* Sp. Sp.
Torpedo Boat *Terrible* Johann Jaros.
S.S. *Yangtze* W. E. Francis.

Shipping.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

List of Registered Covers for Merchant
Ships.

S.S. *Agamemnon* A. L. Thompson.
S.S. *Alcedon* H. Thompson.
S.S. *Breconshire* F. Spence. (2)
U.S. Flagship *Baltimore* B. A. Erwin.
Cruiser *Baltimore* Chas. Barnett.
U.S. Flagship *Brooklyn* Lieut. L. Feland. (2)
S.S. *Chingtu* C. F. Moule.
S.S. *Dahly* Capt. Erickson.
Barque *Glenshiel* Capt. A. E. Bunn.
S.S. *Ision* I. M. Roberts.
S.S. *Ision* Chas. Jones.
S.S. *Legat* Maisino de Mesa.
S.S. *Legat* Rami Eulla Serang c/o Capt.
S.S. *Strathgyle* J. Dawson. (Holiday)
S.S. *Stonewall* Sp. Sp.
Torpedo Boat *Terrible* Johann Jaros.
S.S. *Yangtze* W. E. Francis.

Shipping.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

Shipping.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

Shipping.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

Shipping.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

Shipping.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

Shipping.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

Intimations.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

Intimations.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

Intimations.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

Intimations.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

Intimations.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

Intimations.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Figueras, A. Flores
Gressman, Mari
Grumbert, V.
Griffith, Mrs. L.
Graham, Miss F. H.
Hillel, E. A.
Han, A.
Hongkong-Peking
Rway, Eng.
Isner, Singh
Jap. Address c/o 20,
Graham St. (2)
Joseph, Leon (2)
Jones, E. E.

Intimations.

Adamsen, Dr. Hans.
Atai Akum
Arnold, E. W.
Beyer Singh
Boor Singh Mangal
Singh
Basakha Singh
Bagger
Baker, W.
Blascoe, S. R.
Bracton, (2)
Blumenhol, L.
Bagat Singh
Bell, F. J., Jr.
Balero, A. M.
Rosario
Bell, Chas. (2)
Banard, A. D.
Baptista, E.
Chanda, Singh
Carr, R.
Cabrige, F. A.
China Railway General
Chief Engineer
Cheragh Din
Damer, C.
David, S. S.
Dabir Bux
Dietrich, Frank
Dazir Khan
Dungery, E. W.
Edwards, L.
Elior, A.
Elin, A.
Evans, F. P. (2)
Engel, M.
Eidelshtein, A.
Ensoy, F. C. C.
Enneceerus, G. R.
Frau
Faikall Dean
Fowler, A. G.
Feroz Khan
Fig

